



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

October 12, 2009
Agenda Item 5.5

Memorandum

DATE: September 30, 2009

TO: Administration and Legislation Committee

FROM: Bijan Yarjani, Ph.D., Project Manager

SUBJECT: San Pablo Rapid Bus Stop Improvements Project: Construction Status Report

Action Requested:

The CMA's adopted Construction Administration Guide requires that a quarterly construction status report be provided to the Administration and Legislation Committee. It is recommended that the Board review and approve the attached Construction Contract Progress Report for activities through September 30, 2009.

Discussion:

The Alameda County CMA, in association with AC Transit, has secured a total of \$2,815,047 in Measure B funds to plan, design and deploy the San Pablo Rapid Bus Stop Improvement Project. This project will provide improvements to 20 bus stops (10 intersections) along the San Pablo Avenue Corridors in the Cities of Oakland and Berkeley in Alameda County. The bus stops will be used for the Rapid Bus line on San Pablo Avenue. Other improvements will include streetscape enhancements, signals, crosswalks and other amenities.

The project also included plans for the installation of decorative crosswalk treatments at eight intersections in the Cities of Berkeley and Oakland. The decorative crosswalk treatment design was based on information provided by the City of Berkeley in November 2005. After completion of the geotechnical report, it was anticipated that the contractor would encounter significant conflicts with existing utilities, underground water table and contaminated soils due to aerially deposited lead from many years of vehicle traffics.

As a consequence, the ACCMA worked with staff from Caltrans, the Cities of Oakland and Berkeley, AC Transit and ACTIA to re-evaluate the decorative crosswalk treatments option. It was determined that it was not feasible to construct the concrete pavement section recommended

by the geotechnical engineer or to provide the integrally colored asphalt pavement within the existing funds. It was therefore decided to delete the decorative crosswalk treatment from the current contract for the amount of \$1,107,377.28 and to review alternative options for proceeding with construction of other improvements on San Pablo Avenue.

Through discussion with staff from both cities and funding agencies, it was further agreed to use the available funds for the design and installation of landscaped medians on San Pablo Avenue in the Cities of Oakland and Berkeley in addition to other improvements in the City of Oakland.

Financial Impact:

The revenues and costs associated with this project have been incorporated in the CMA's currently approved budget and will be funded through Measure B funds. No change to the CMA's approved budget is required.



ALAMEDA COUNTY CONGESTION MANAGEMENT AUTHORITY
Project No. 02-07

San Pablo Avenue Corridor Transit Improvements

Quarterly Progress Report No. 9
July through September, 2009

Prepared by:



TRS Consultants, Inc.
Project No. 20241-05
9/30/09

San Pablo Avenue Corridor Transit Improvements

ACCMA

Quarterly Progress Report No 9

July through September, 2009

Project Description

The Project includes constructing and completing to various public access and transportation improvements along the San Pablo Avenue Corridor. These improvements will increase AC Transit efficiency and ridership in concert with their current SMART Corridor Program by providing new bus stop enhancements and pedestrian accessibility at 10 locations between the cities of Oakland and Albany and enhance the San Pablo corridor between said cities. New improvements are to include p.c.c. surface items such as new/modified pedestrian ADA compliant access ramps and sidewalk access improvements, colored asphalt intersection construction (crosswalk areas) at 8 locations, pedestrian signal and lighting attenuation upgrades, pedestrian lighting standards, new striping, minor median landscaping, bus shelter improvements, bus kiosk(s) placement and minor underground improvements.

Project Participants

Owner:

Alameda County Congestion Management Agency (ACCMA)

Alameda County Transportation Improvement Agency (ACTIA)

Alameda County Transit (AC Transit)

Metropolitan Transportation Commission (MTC)

California Department of Transportation

City's of Oakland, Emeryville, Berkeley and Albany

Owners Representative: Dr. Bijan Yarjani, Ph.D. (ACCMA) – Project Manager

1333 Broadway, Suite 220

Oakland, California 94612

Engineer of Record/Architect of Record:

Kimley Horn & Associates

555 12th Street, Suite 1230

Oakland, CA 94607

Engineer of Record Representative: Daniel Blomquist, PE - Project Engineer

Contractor:

Vanguard Construction, Inc.

651 Enterprise Court

Livermore, CA 94550

Contractor Representative: Jim Sposeto – Project Manager

Construction Manager:

TRS Consultants, Inc.

5000 Executive Parkway, Suite 430

San Ramon, CA 94583

CM Representative: Mike Schaaf, PE – Construction Manager

Scott Goodwin, Inspector of Record

David Sanchez, Inspector of Record (Phase II)

Project Milestones

- **Notice of Award :** 7-26-07
- **Project Re-Start Meeting :** 2-5-08
- **Notice to Proceed:** 8/17/07
 - 2/21/08 (original revised)
 - 12/8/08 (Phase II)
 - 9/21/09 (phase II pending)

Contract Working Days: 85 working days (original)

First Working Day: February 25, 2008

Last Working Day: June 27, 2008 (calculated)

Last Working Day: July 15, 2008 (projected per CCO and MOU)- Phase II

Amended Last Working Day: January 14, 2009 (Phase II improvements)

February 24, 2009 (major work completed)

Contract Award Amount: \$ 1,902,282.28 (w/Add Alternate Bid items)
 \$ 1,609,285 (w/o Add Alternate Bid Items)

Construction Progress This Period:

Overview-

Through the date of this report, all p.c.c. and associated items are now completed per the remaining original Phase I and adjusted Phase II improvement plans. All current invoicing and outstanding extra work items have been administered and paid for through progress estimate 8, inclusive of the partial release of contract retention to 5%.

No further construction activity has occurred per pending notice to proceed with the Phase III median work

Activity-

To briefly summarize, back on April 24, 2009, the CMA received comments on the encroachment permit review package by Caltrans staff. Recommendations from Caltrans led to revising the median design to relocate the pedestrian crosswalk on San Pablo Avenue to the south side of Haskell Street. Caltrans also required the Cities of Oakland and Berkeley to submit separate letters to accept responsibility to maintain "non-standard" feature(s) to be installed within the State right of way.

KHA subsequently revised the design plans and re-submitted the revised median design plans and a draft request for Maintenance Responsibility acceptance letters to both Berkeley and Oakland on April 27, 2009. Berkeley responded with their Maintenance Acceptance letter on May 11, 2009. Oakland initiated further review of the proposed landscape installation as all new landscaping would be located within the City of Oakland. Oakland provided direction on June 22, 2009 to eliminate proposed landscaping from the median design due to current maintenance and budget limitations.

KHA thus revised the design plans and submitted the revisions to the Cities of Oakland and Berkeley on June 26, 2009 for acceptance prior to submittal to Caltrans for further Encroachment Permit review. The City of Oakland provided a letter accepting maintenance responsibility on July 10, 2009. Plans were thus re-submitted to Caltrans for additional Encroachment Permit review on July 13, 2009.

Upon subsequent review, Caltrans provided additional comments on the median layout due to concerns over traffic circulation and accessibility at a meeting held at Caltrans on August 10, 2009 with KHA, CMA and Caltrans personnel. From the meeting, KHA revised the plans based on Caltrans' comments and resubmitted for the Encroachment Permit on August 17, 2009 and copied the Cities. Caltrans subsequently issued the Encroachment Permit for Construction on August 24, 2009. Upon receipt of the Caltrans approval, the final plans were again re-submitted to the Cities for final acceptance prior to the start of construction and notice to proceed with the work detail. The City of Oakland upon their review provided additional comments at a meeting held on August 26, 2009 stemming from the revisions made per Caltrans. Oakland's comments included requesting KHA to follow-up with Caltrans to maintain the existing crosswalk location on the north side of Haskell Street. As noted, KHA has been attempting to contact Caltrans Traffic Department staff (responsible for the comments) to relocate the crosswalk since this date to clarify their position in regards to Oakland's concerns. As of the date of this report, KHA has had no return response from Caltrans personnel on this issue and final plans as acceptable between the stakeholders have not been completed.

The CMA currently has the currently approved change order and encroachment permit based upon Caltrans revisions and will release via Notice to Proceed to the contractor upon final approval/acceptance by Caltrans upon Oakland's concurrence to revisions requested.

Construction Issues

There are no current construction issues as the Phase I and II work have been completed.

As of the date of this report, CMA has received the encroachment permit from Caltrans for the Phase III median improvements, however ongoing discussions have occurred (see above) to determine an acceptable final plan within the City of Oakland portion of the median which will allow for an adjusted median opening and also for permanent landscaping and planting program at a later date by the City of Oakland (a final solution has not been determined).

Anticipated Work Next Report Period

Upon acceptance of final Phase III median improvements plans from both Caltrans and the Cities, inclusive of receipt of final permitting from Caltrans, work is expected to begin late September and be completed by the end of October, with project closeout administration and acceptance expected in later than mid-November.

Project Meetings

Various internal/external project management meetings have been held over the course of the past two months to determine the final Phase III median configuration, maintenance agreements and remaining planned improvements as acceptable to all stakeholders and to begin the Phase III improvements upon all necessary approvals.

Schedule

The Contractor will be given the notice to proceed and will be required to complete all Phase III improvements and punch-list work within 30 working days per contract Change Order 10 upon approval of the final accepted construction documents and permit. Work is now expected to begin late September and be completed by the end of October.

Safety

There are no current safety issues on the project.

Request for Information / Clarification

The Contractor has not submitted any new requests for information for this period (to date) bringing the total RFI's to date to eight. These were passed onto the Engineer of Record (Kimley Horn) and the affected agencies as appropriate who responded to all of the requests.

Submittals

The Contractor has provided 20 submittals to date.

Change in the Work-

Change Request (Engineer/CMA Generated)

- CCO No 1- In response to various discussions between the Cities of Oakland and Berkeley (and Caltrans), the contractor was requested to provide quote(s) to provide a 2" colored asphalt pavement section for the pending intersection treatment in lieu of the planned colored p.c.c. intersection due to design, permitting and cost issues.
- CCO No 4 – It was determined that the contractor could not provide the required colored asphalt pavement as acceptable to the stakeholders, thus this change order deleted in its' entirety all intersection improvement in regards to the planned colored asphalt option.
- CCO No 5- Phase II improvements (within City of Oakland project limits) to enhance pedestrian and public safety in regards to accessibility to bus stops, intersection crossings and general concrete items of work.
- CCO No. 10~ Phase III median improvements (between cities of Oakland and Berkeley project limits) to enhance pedestrian and traveling public safety in regards to accessibility to bus stops, intersection crossings. Work is currently pending until final EP is provided by Caltrans and agreements between Oakland and Berkeley for final maintenance and median configuration.

Contract Change Orders-

CCO No. 1 was issued and approved on January 28, 2008.

CCO No. 2,3 were issued and approved July 2008

CCO No. 4 was issued and approved July 2008

CCO No. 5 has been approved on 12/10/08

CCO No. 6-8 were issued and approved March 2009

CCO No. 9,10 were approved in May 2009

Complete Change Orders are as follows (approved to date):

No. 2- Miscellaneous Improvements (lower domestic water service at 31 st , core-drill ac, Stanford SE ramp modifications	\$ 9,885.21
No. 3- Vanguard administrative costs for ac intersection preparation/testing	\$ 10,812.61
No. 4- Delete asphalt intersection treatment	-\$1,107,377.28
No. 5- Phase II P.C.C. (Transit Improvements- City of Oakland only)	\$ 410,872.50
No. 6- NextBus/kiosk foundation modifications per exist. conditions conflict	\$ 4,310.54
No. 7- Misc. Phase I/II plan and field adjustments per exist. conditions	\$ 5,084.98
No. 8- Modifications to the NAV-4wire system and Berkeley S/L's per PE	\$ 15,907.89
No. 9- Misc. ramp modifications per Project Engineer	\$ 7,590.92
No. 10- Phase III median improvements (pending release)	\$ 180,640.00

Disputes and Claims

None to date; however the contractor may ultimately claim up to 6 additional days of traffic control/maintenance due to final resolution of ramp re-design within the City of Oakland project limits. (Nothing has been formally submitted to date).

Construction Management

The Project Inspector of Record, David Sanchez monitored the Phase II work on a daily basis as needed throughout the construction period. He also monitored the punch-list work within Oakland and dealt with field and administrative matters in coordination with both the Construction Manager and all affected local agencies and stakeholders to the project.

The materials testing laboratory, Signet Testing Labs, has provided ongoing support as needed including general materials testing, density testing and p.c.c. compression testing to date. No further work requiring special testing is expected.

Construction Schedule and Budgets

The following is a breakdown of contract time and costs expended to date:

Time	% Time	Calendar Days
Contract		85
CCO Extensions (Phase I)		2
Total Contract Time		87
This Period (Phase II)		25
Previous Total		87
Total Time to Date	100%	25
Balance Remaining	0%	0
Original Completion Date		25-Jun-08
Current Completion Date		15-Feb-09
<i>Planned Completion Date</i>		31-Oct-09
		(Phase II 2/14/09)

Construction Expenditures and Budget – Vanguard Construction

Contract Bid Amount		\$ 1,953,145
Approved Change Orders		-\$ 513,135.38
Current Contract Amount		\$1,902,282.28
Total Progress Payments	61%	\$ 1,200,220.44
Progress Payments (1-8)	w/o contingency	w/cont. (Paid to Date)
Total:	\$1,200,220.44	Total: \$1,147,721.02

Change Orders in Process/Approved as of 5/28/09	Day's	Adjusted Contract
(total of 1 thru 10) -\$513,135.38 approved	50	\$1,440,009.62

Estimated Remaining Budget: \$ 752,924.86

Construction Management Contract Budget (TRS)

Following is a breakdown of the TRS Consultants Inc. budget to date:

Task Orders	%Complete	Budget
T O 1	100%	\$ 50,000.00
Contract		\$ 98,162.34
Contract Budget		\$ 148,162.34
Amendments		\$ 30,000.00
Current Budget		\$ 178,162.34
Total Invoiced (No.'s 1-14)	100%	\$ 157,560.24
Original Balance Remaining*	0%	\$ 102.10
* banked hours for inspection: 94 hrs		
Estimated Balance to date	0%	\$ 20,500

This page intentionally left blank.